

The  
**new way**  
through the  
**CANADIAN  
ROCKIES**



MAURICE  
LOGAN

Canadian  
National  
Railways





## *The new way* Canadian Rockies - Mt. Robson Route



### OUR MONUMENTS OF THE AGES By JAMES OLIVER CURWOOD

**I**F I had the privilege of choosing but one place in the world to travel in, I would choose the Canadian Rocky mountains. To me they are more than mountains, and the thousand valleys between them are more than valleys. More beautiful than the Alps, older than the Andes, and more stupendous than the Himalayas they hold for me a lure which goes back to the very birth of the earth itself. Their peaks seem eternally whispering to me of the countless millions of years that have passed since the earth stood straight on its axis, and the Arctic was a tropical land of eternal days, when life was just creeping out of the age of mud and slime. And then, in my many years of adventuring through them, I have visioned the later days when monsters trod the land; and after that the "breaking" of the earth on its axis, so that for millions of years came eternal night, and that age of living ice which crept down into the southlands, cutting out the valleys, hewing the mountains, making our rivers and lakes as they exist today.

**N**EVER will I forget that day when, on the top of a British Columbia mountain, I found the half of a beautifully fossilized fish; and the day after that I found, in the valley the wonderfully preserved skeleton of a mastodon. We think that Christ lived a long time ago, that Babylon fell in the dark ages; but how many countless million years, I wonder, drifted between the two ages represented by that fish on the mountain top, and the mastodon in the valley.

**S**UCH thoughts as these the Canadian Rocky mountains bring to one. The tourist sees with his eyes splendors of nature which hold him wonder-struck, but even as he sees there creep into his soul the whispering voices of History and Time, History as represented by our own pioneers, Time by the marks left by the cataclysmic tools of a Nature that labored for a hundred million years to give us what we may look upon with ease and pleasure today.

**S**CIENCE has brought the richness of their splendors to our very doors, even within the reach of our children. Where only a few years ago I went with pack-horses and mountain hardened men I now go by rail in luxury. So swift has been the change that America has not realized it yet, and our millions still talk of the Alps and the mountains of Spain and France when God and Nature have given to us, as our everlasting birthright, a heritage so colossal and awesome that I feel something of the spirit of sacrilege in attempting to create an impression of it. Such is my love for the Canadian Rocky mountains.



The Valley of the Athabaska—Jasper National Park



Hell's Gate—North Thompson River





## The new way Canadian Rockies - Mt. Robson Route



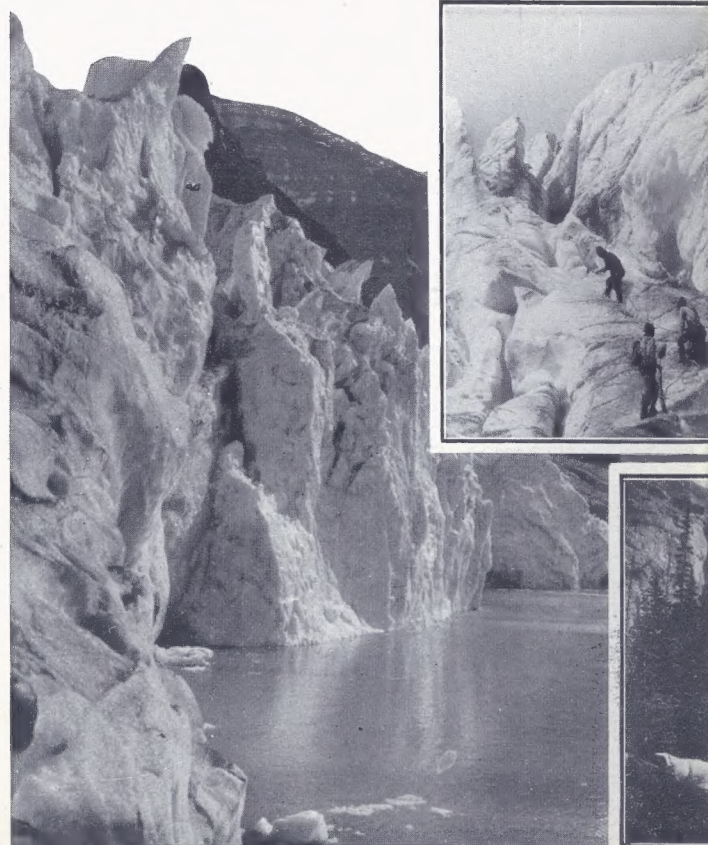
**A**s the all-steel limited of Canadian National draws swiftly away from Vancouver and sets its face toward the yet unseen fastnesses of the mighty range beyond, let these words of the great writer rest in your memory.

For you are going indeed, as in his tales, "Back to God's Country." You are seeing a true land of "The River's End"; and traveling many a "Valley of Silent Men."

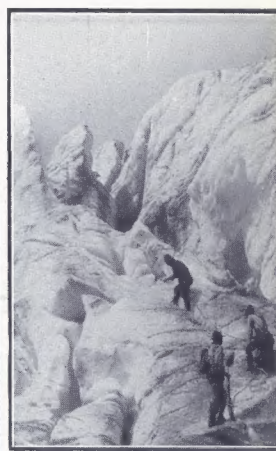
Before you is the last and greatest wilderness; and the new trail through a new country. After ten million years the railroad has unlocked the greatest treasure place in the world.

### The Old Fur Trail

**W**E have called it the New Way, but in truth it is the first and the oldest way. Along its windings are the unseen footprints of the sturdiest spirits in western mountain history—Simon Fraser, David Thompson, Alexander Mackenzie, for whom stand named three mighty rivers.



Tumbling Glacier—Mt. Robson



Pack Train—Berg Lake—Mt. Robson Park



### The Path of the Snow Rivers

**W**HEN the daring souls of early days forced passage through the uncharted bastions of the great range

*"—where only a few years ago  
I went with pack-horses and  
mountain-hardened men—"*

—JAMES OLIVER CURWOOD.

David Douglas, namesake of the Douglas fir, Pierre Jean de Smet, the missionary; outstanding figures all, in a life to which only strong men were called.

In 1789 Alexander Mackenzie followed to the Arctic Sea the river which now bears his name. In 1793 he blazed the first trail across the Rockies arriving at the British Columbia Coast, the first man overland across the continent. In 1808 Simon Fraser reached the Fraser; and by birch canoe descended the seething river from what is now Prince George, 500 miles to the sea.

And today, the Continental Limited speeds the traveler from the West back along the Fraser retracing the pioneer trail. At first the river reveals itself in smooth-flowing strength and dignity, at Westminster nearly a mile wide. But a hundred miles inland, beyond the garden valleys of the Chilliwack, beyond the gold country of the strike of '55, another Fraser is lurking—a demon river lashing itself to fury in the indescribably wild depths of the Great Gorge.

This is the real Fraser, the elemental river, born in the glaciers of the Moose Lake country, near mighty Robson, where we are soon to go; beating for freedom against those awesome canyon walls, roaring through Hell's Gate in magnificent tumult.

they used as key the course of the snow rivers wearing for ages at the mountain walls.

So now, when the turbulent Fraser turns sharply north, we follow the banks of another stream, the sparkling waters of David Thompson. It is this beautiful river, the North Thompson, that leads us through many a canyon and wooded valley, deep into the New Country.

Then it is that the huge escarpments of the great range begin to pile up on the sky line. And as we leave the North Thompson and follow the valley of the Albreda and then the magnificent country of the Canoe, one by one the snow kings of the ages range themselves about us.

This is the old trapper paradise. Pre-eminently a caribou country but with everything from grizzly bear to willow grouse. At Tete Jaune Cache we are knocking at the gates of Robson Park. And just beyond, as we



Bear Hunt, B. C.



Fraser River Canyon





## The new way Canadian Rockies - Mt. Robson Route



glide along the headwaters of the upper Fraser, the snow peaks of the Rainbow Range sweep in to meet us. Resplendent (11,173 ft.), Whitehorn (11,101 ft.), Lynx Mountain (10,471 ft.), and above them, a giant of giants, and immeasurably supreme, Robson peak itself—the monarch of the Canadian Rockies—its icy apex upthrust 13,069 feet above the sea.

### Through the Heart of Mt. Robson Park

**T**HE long train slows down for Robson Station. We have entered Mt. Robson Park, 640 square miles of virgin wilderness set aside for public enjoyment by the province of British Columbia. From here radiate roads and trails; one surely destined to become world famous being that along the Valley of a Thousand Falls to Berg Lake, into whose brilliant depths from the towering cliffs of Robson, is forever slipping the dazzling wonder of the Tumbling Glacier.

From Robson Station east the rails pierce the heart of Robson Park, between Sellwyn Range and the Rainbow Mountains, along Moose Lake and the Fraser to that other alpine gem, Lucerne. Here, marking the border of British Columbia and Alberta, and the boundary of Mt. Robson Park and Jasper National Park, lies the gentle gradient of the famous Yellowhead Pass—crossing the Continental Divide at the lowest altitude of any railway in America.

### JASPER NATIONAL PARK

*"Jasper Park is historic ground.  
More stirring scenes in the upbuilding  
of Canada have been staged in it  
than in any other part of the Rockies."*

—Government Guide to Jasper Park.

**J**ASPER National Park, Alberta, is the greatest of all the mountain wonderlands of Canada. It is an Alpine Kingdom of 4,400 square miles; a paradise of giant peaks and crystal lakes. Set aside for public use in 1907, its present boundaries were fixed in 1914.

It is a vast game preserve where range ten thousand Rocky Mountain (Bighorn) sheep; countless Rocky Mountain goats; moose, elk and caribou; mule deer, white-tailed and black-tailed deer; grizzly, black and cinnamon bear;

beaver, mink and marten. Its waters teem with game fish, and trails lead the hunter to near boundaries of the park where the widest range of shooting awaits him.

### The Virgin Wilderness

**H**ERE is the unspoiled, untouched wilderness; broad, flower carpeted valleys lying in the laps of unconquered peaks; newly charted streams picking their way daintily to jewelled lakes set each in its circlet of snowcaps.

From the snowy breasts of its great mountains takes life the storied river of the North, the Athabaska. And this stream, fed by a thousand glacier-mothered watercourses, has carved in its endless journey to the Arctic sea, the mountain guarded highway that has come to be known as the Valley of the Athabaska.

This is truly the New Country, if there be new country in all the world. And yet for generations before the coming of the railroad these vast solitudes echoed to the songs of the *voyageur* and *coureur des bois*, and the rallying shouts of "Hudson's Bay!" as the Indian leaned to his paddle and turned his canoe toward the rapids.



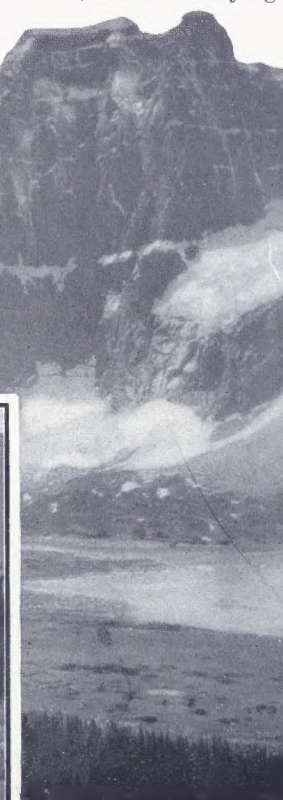
The Throne, Jasper National Park



Mt. Edith Cavell  
(Note the hidden knight)



Administration Building, Jasper National Park



The Ramparts





# The new way Jasper National Park



## The Finding of The Fur Passes

IN 1797, at the age of 27, David Thompson, the fur trader, and even then a great geographer, left the service of the Hudson's Bay because that company objected to his trading and mapping the country at the same time.

He joined the North West Fur Company to which also owed allegiance such kindred spirits as Simon Fraser, and Alexander Mackenzie. This company soon established itself as the deadly rival of the Hudson's Bay; a competition so keen it sometimes led to bloodshed.

In 1810, Thompson, turned back by a war party of Piegan Indians in his attempt to cross the mountains farther east, in the dead of winter by dog sled, entered what is now Jasper Park along the Valley of the Athabaska.

Where the Athabaska turns at Jasper, he followed it south, crossing the ridge and down the Wood River to the Columbia; thence by water to the sea. Thus was discovered the Athabaska Pass, through which for many years flowed the main volume of the fur trade.

About 1826, Yellowhead Pass was discovered.

Through these two passes were yearly sent thousands of otter skins paid by the Hudson's Bay Company to Russia as rent for the

North Pacific Coast. The name Yellowhead is derived from "Tete Jaune" (Yellowhead) after Tete Jaune Jasper Hawes, the yellow haired Hudson's Bay trader for whom the whole park region is named.

Into this wonderful country, by Yellowhead Pass, the Continental Limited takes the traveler; down the mountain flanked Miette to its confluence with the Athabaska at Jasper. Here we look south to Athabaska Pass and the ridges where the Athabaska was born; and toward where rise the snow clad terraces of Mount Edith Cavell (11,033 ft.), eternal monument to martyrdom.

## Sojourning in Jasper National Park

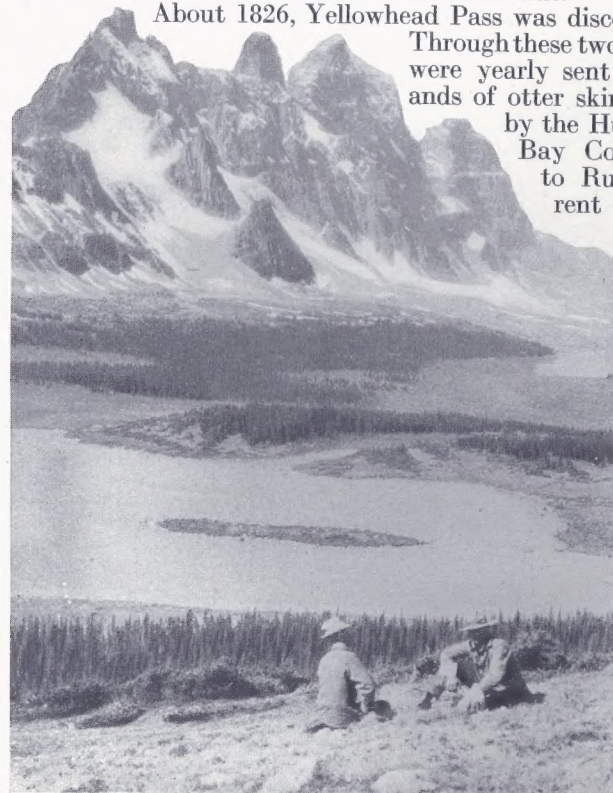
OUTSIDE Jasper, the park headquarters, on beaver populated Lake Beauvert, will be opened June 15th, the Jasper Park Lodge. This bungalow grouping of eleven buildings, including lounge with large open fireplace, central dining hall, dancing pavilion and separate buildings for sleeping accommodations of four rooms each, with sitting room, embraces every modern appointment and will be operated by the Canadian National Hotels System; thus linking it up with some of the greatest hostelrys in the Dominion.

Here one may sojourn in perfect ease and comfort through brilliant days and long twilit nights—to take the beckoning roads and trails through meadows of wildflowers or forests of pine; tracing the Atha-

baska to its headwaters; to glacier and jagged peak. Or a thousand journeys to a thousand lakes. And the wonder trail up the disappearing river, the Maligne, which plunges roaring through great pot holes into subterranean caverns, back to beautiful Lake Maligne, twenty miles of silver in a cordon of snowy giants.

From Jasper eastbound, we follow the Athabaska, between the Fiddle and the Colin Ranges, past old fur posts, along Jasper Lake and Brule Lake to the eastern borders of the Park.

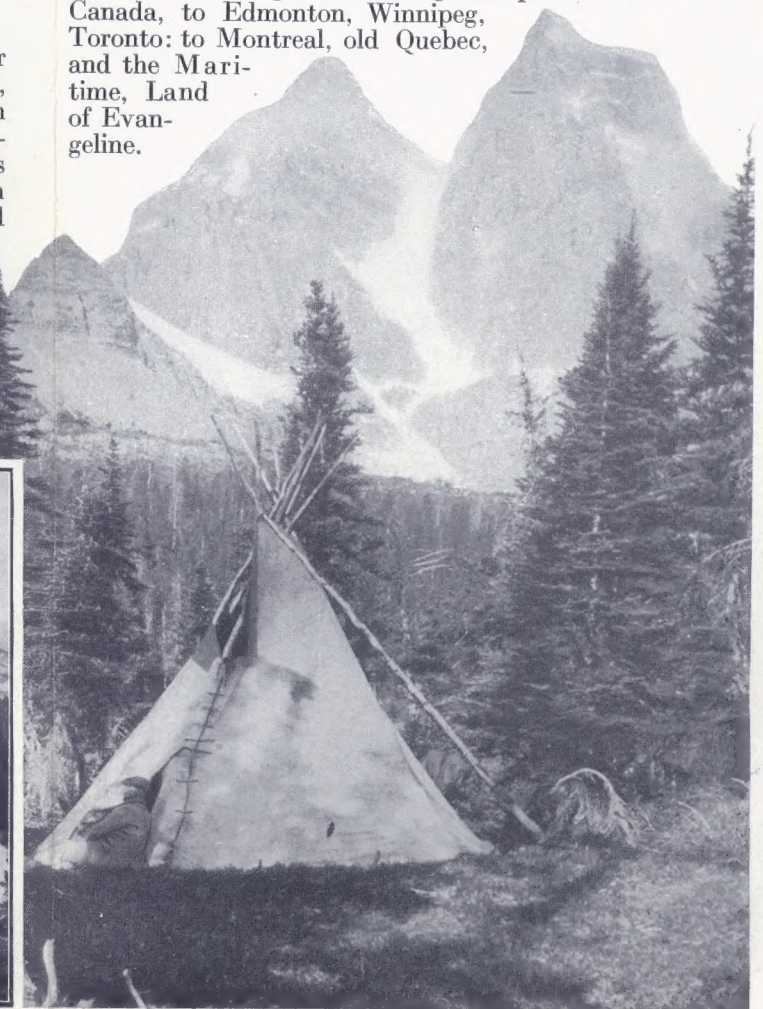
The train now points to the golden prairies of Western Canada, to Edmonton, Winnipeg, Toronto; to Montreal, old Quebec, and the Maritime, Land of Evangeline.



Amethyst Lake, Jasper National Park



Maligne Lake, Jasper National Park



Mt. Erebus, Jasper National Park



MT. PTARMIGAN (9,320 Feet)

MT. PHILLIPS (9,542 Feet)

ROBSON GLACIER

MT. REARGUARD (9,000 Feet)

TUMBLING GLACIER

ROBSON PEAK (13,069 Feet)

CHUPO GLACIER



Copyright by National Geographic Society, 1913

ROBSON PASS (5,550 Feet)

BERG LAKE (5,500 Feet)

#### THE MONARCH OF THE CANADIAN ROCKIES—ROBSON PEAK

This superb mountain picture, by Dr. Charles D. Walcott, Secretary of the Smithsonian Institution, is as unique as it is beautiful. It includes a great mountain mass, two types of glaciers and a continental divide that sends the waters from the great glacier west to the Pacific and northeast to the Arctic Ocean, Robson Glacier (on the left) is a broad river of ice six miles in length. Tumbling Glacier (near the center of the picture) slides and tumbles down the slope of Robson for 5,000 feet. Chupo Glacier (on the right) brings down the blocks that determine the geologic age of the rocks of Robson. Rearguard and Ptarmigan mountains form the mighty portals of Robson Glacier. The horses seen in the foreground are 1,800 feet above the Berg Lake.

The Canadian National Railways are indebted to Dr. Charles D. Walcott, Secretary of the Smithsonian Institution and the National Geographic Magazine, Gilbert H. Grover, Editor, for the courtesy of publication of this unparalleled mountain panorama.





# The new way Scenic Seas—the inside passage



**I**N those remote ages when the Great Architect turned loose the forces of nature to shape the North American continent, there stood just west of the British Columbia coast, a mighty range of mountains extending from Vancouver north for a thousand miles.

Between these mountains and the Coast Range crept a river of ice, carving a little valley from a quarter of a mile to a few miles wide.

When the Age of Ice departed and the glacier disappeared, into its channel through mountain passes, flowed from the Pacific the warm waters of the Japan current.

And this mild southern sea stream has thus created innumerable island-studded nooks and bays; tempering the fresh Northern breezes; clothing island and mainland in forest of spruce and fir and garland of wildflowers.

This placid sea channel, unmatched in sheer beauty and majesty, is the world famed Inside Passage.

## North on Palatial Twin-Screw Steamers

**F**ROM vivid Seattle, beneath snow-crowned Olympics; from Vancouver, metropolis of British Columbia, and stately Victoria its capital, set forth to these magic waters the twin seapalaces, Prince Rupert and Prince George.

It is a sail through calm waters on perfectly ap-

*"Oh come with me to the Happy Isles,  
In the golden haze off yonder;  
Where the song of the sun-kissed breeze beguiles,  
And the ocean loves to wander."*

—EUGENE FIELD.\*

pointed ships. The round trip a week of rest and pure comfort. Zestful days in sight of peak and glacier; long mystic twilights brilliant with Northern Lights. And gay, friendly shipmates come the world over for just this journey.

For 800 miles these magnificent steamships sail into the silent North. By sea into a sea of mountains; great brooding giants crowding the narrow way like jealous guardians of the emerald depths below.

## Into the Maze of Islands

**F**ROM Vancouver north, up the Straits of Georgia, we follow the path of Captain Vancouver, intrepid navigator, from whom in 1792, the great island took name.

Two hundred miles and more—between the verdant Coast Range and Vancouver's Mountains we thread a maze of islands. Past smiling hushed little bays we glide, into swift flowing narrows and beyond to gloomy fjord and the shadow of moss grown precipice. Our course is ever changing, ever opening new wonders. Vancouver Island drops astern. We cross the open sea at Queen Charlotte

Sound to be received once more into the lake-like waters of our island wonderland. Namu and the quaint totem-pole village of Bella Bella are passed at close hand. Then Dean Channel, where Sir Alexander Mackenzie reached the Pacific on his famous overland journey of 1793.

We then enter Cousin's Inlet, visiting Ocean Falls; a busy town with its huge pulp mills employing 1,500 men.

Beyond Ocean Falls, Graham Beach is followed. Then, through Grenville Channel we come to the splendid harbor of Prince Rupert, the Gate City; north-western terminus of the Canadian National Railways.

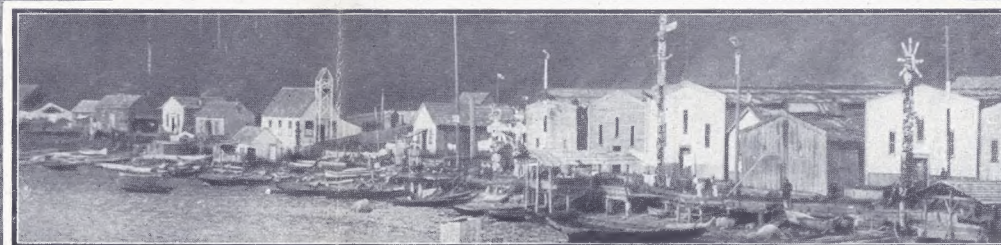
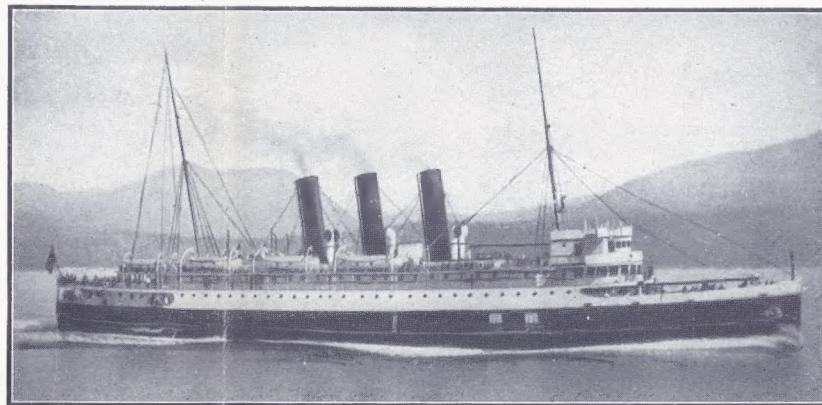
## The Visit to Alaska

**F**ROM Prince Rupert the steamer sails up beautiful Observatory Inlet to the huge copper smelters of Anyox, B. C.; or north, the world famed Portland Canal, in sight of peak and glacier to Stewart, B. C., port of the silver mines, visiting Hyder, Alaska. It is an exhilarating day between the slopes of British Columbia and the golden shores of Alaska; a fitting climax to the turn south and new vistas of the homeward trip.

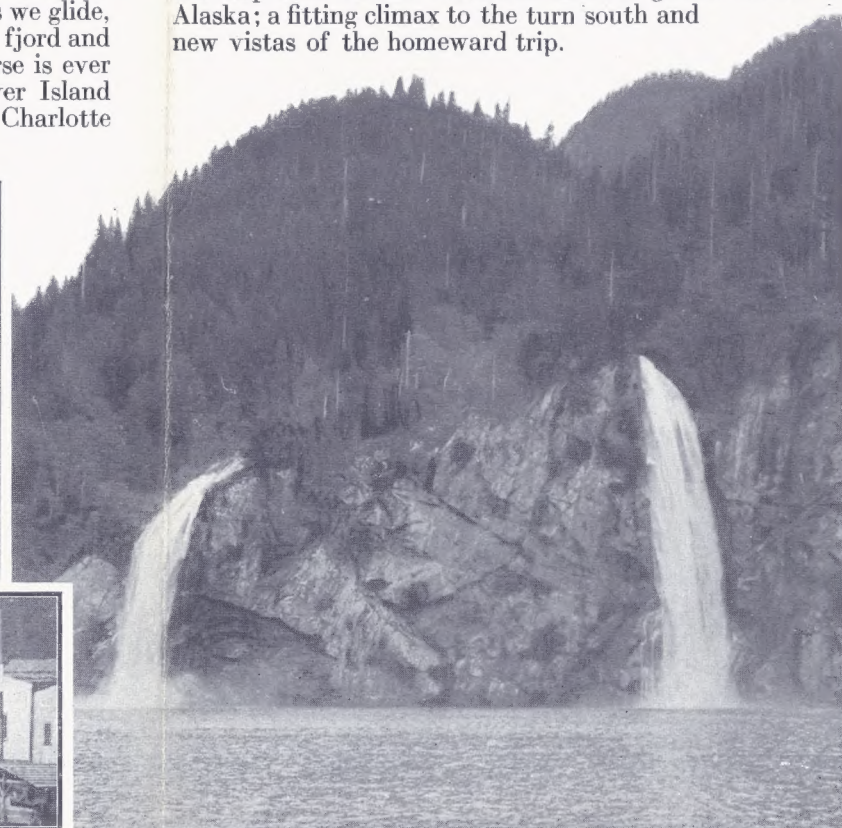
\*—By permission, Chas. Scribner and Sons.



Totem Poles—Kitwanga, B. C.



S. S. "Prince Rupert—Prince George" (above)  
Indian Village, Alert Bay (below)



Twin Falls, the Inside Passage





# The new way Scenic Seas-Prince Rupert Gateway



**P**RINCE RUPERT, B. C., picturesque city of the north rests on a shelf of Kaien Island, on a deep land-locked harbor, one of the largest in the world.

It is the gateway to Alaska, lying thirty miles south of the international line; the chief fishing port of the Pacific Coast; the greatest halibut port in the world.

Just south of the city the broad Skeena empties into the sea and from its waters during the thrilling salmon run are taken untold numbers of excellent fish.

This interesting city is the North Pacific terminus of the Canadian National Railways, and home port of the super steamships Prince Rupert and Prince George.

It is the pivotal point of the wonderful sea-and-rail eastbound routing offered the overland traveler by the Canadian National System of Railways and Steam-

*"—My father's father an eagle was,  
My mother's mother a duck;  
My Uncle Jack was a raven black,  
And that's what brings me luck—"*

—THE TOTEM POLE.\*

ships. On this journey the way leads north through the sheltered waters of the Inside Passage to Prince Rupert.

## Up the Skeena through the Coast Range

**F**ROM the colorful seaport the traveler by Prince Rupert Gateway turns inland. Along the banks of the wide sweeping Skeena the steel leads quickly into the frowning barrier of the Cascade mountains.

For one hundred miles, past peak and glacier, the railway clings to the banks of the Skeena. For sixty miles through the heart of this range the line is absolutely level; a feat unparalleled on the American continent.

By night, like fireflies over the river dance the lights of the Indian fisher-boats; for this is the Alaskan Indian country, the totems of the tribes upthrust like grotesque gods before the villages.

The range drops back. We speed through a wide fertile valley to Hazelton, center of many mines. Here we thread the gorge of the Bulkley River; past Hudson's Bay Mountain's copper bulk; and down the farm and fruit belt, the rich, mountain-hemmed valleys of the Bulkley and Nechako to the waters of the Fraser at Prince George.

\*—By permission, M. Witmark & Sons.

Here cross the steel trail and the paths of the early pioneers. From Prince George, in 1808, Fraser set out on his daring exploration to the sea; and through here Mackenzie struggled, in 1793, on his quest for the western ocean. The steel swings south under watch of the lofty Selkirks. We plunge into those wild canyons through which the Fraser has come from its birthplace in the Rockies.

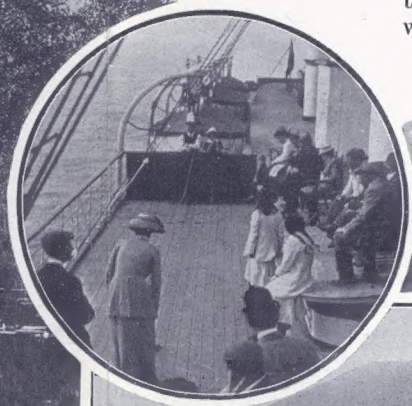
## Into Mt. Robson and Jasper National Parks

**T**HE country grows more rugged; slopes clothed with groves of stately trees; cedar, balsam and spruce; Douglas fir and hemlock. Then rise at last like crowding giants to greet us, the bulwarks of the Cordillera. We have entered the Canadian Rocky Mountains to join the southern rails in the charmed lands of Mt. Robson and Jasper National Parks.

Side trips may be taken on the luxurious S. S. Prince Rupert and Prince George, to Stewart, port of the silver mines; and Hyder, Alaska; or up Observatory Inlet to the huge copper smelters of Anyox. Everywhere the life and spirit of the north.



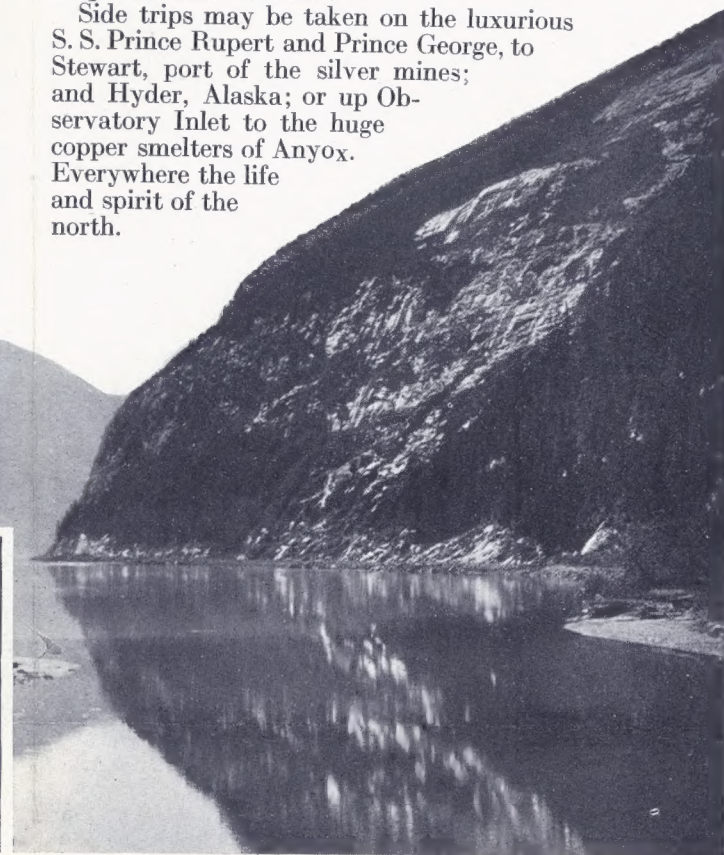
Hudson's Bay Mountain  
Lake Kathlyn, B. C.



Deck Sports—S. S. "Prince George"



Prince Rupert, B. C.



Skeena River





Canadian National Railways

..... Steamship Lines    \* Indicates Wireless Stations    \* Indicates Lights

GRAND TRUNK PACIFIC STEAMSHIPS  
PACIFIC COAST SERVICE

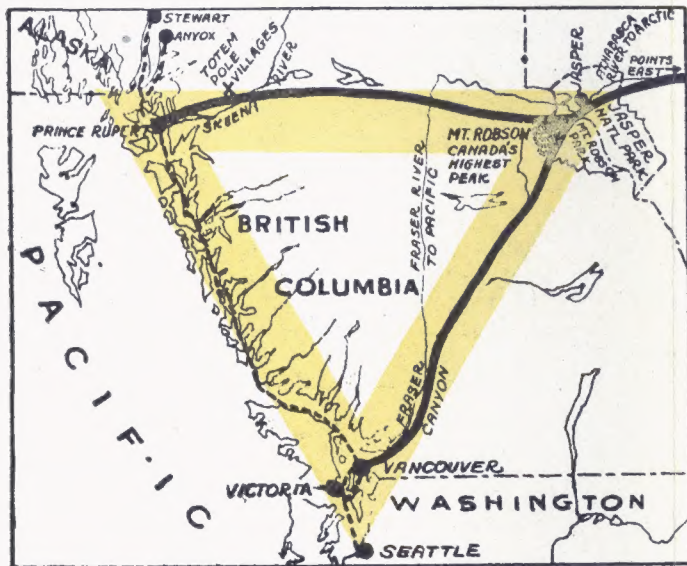
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# The new way Triangle Tours



## Triangle Tours

2000 Miles of Scenic Seas and Mountain Grandeur  
SEATTLE TO VANCOUVER TO PRINCE RUPERT  
by the Inside Passage

Thence east by rail along the Skeena River with its Alaskan Indian Totem Pole villages. Through the Cascades, Selkirks and Rockies, into Mt. Robson and Jasper National Parks.

Here one may holiday in the great Out-of-Doors at Jasper Park Lodge and yet enjoy every modern convenience.

Returning the southerly route through the mountains along the North Thompson and Fraser Rivers to Vancouver thence rail or water to Seattle. This entire routing may read in reverse direction.

Side trips available granting in addition a full day along the Alaskan Coast or through Observatory Inlet on the palatial steamers Prince Rupert and Prince George.

Low Summer Tourist Fares

## Notes of Interest

### Canadian National—Grand Trunk Railways

#### 22,375 Miles of Track

The largest single railway system in the world, operating 56% of the railways of Canada, serving every province in the Dominion, with direct connections to all important American points. Associated with this vast rail expanse are seventy great steamships; coastwise, trans-Atlantic, and trans-Pacific, plying the seven seas.

#### Hotels

Following the line is a system of great hotels: Jasper Park Lodge, Jasper National Park; the MacDonald, Edmonton, Alta.; the Prince Edward, Brandon, Man.; the Fort Garry, Winnipeg, Man.; Minaki Inn, Lake of the Woods; the Prince Arthur, Port Arthur, Ont.; Nipigon Lodge, Lake Nipigon; Highland Inn, Algonquin Park; Bigwin Inn, Lake of the Bays; the Chateau Laurier, Ottawa, Ont.

#### The Continental Limited

The train de luxe across Canada. All-steel, Drawing Room, Compartment, Library, Observation, Standard and Tourist Sleeping and Dining cars, operating daily between Vancouver, Toronto and Montreal.

#### Altitude

Although passing at the base of Canada's highest peaks, the Canadian National crosses the Continental Divide at the lowest altitude of any railway in America. Highest point, Lucerne, B. C., 3,650 ft.

#### Passports

Tourists and travelers between the United States and Canada do not require passports. Every courtesy will be extended by Dominion Government officers.

#### Optional Routes

**Side Trip Alaska Coast:** By steamer from Prince Rupert, granting a full day along the Alaskan Coast or through picturesque Observatory Inlet to the great copper smelters of Anyox.

**West of Winnipeg:** Tickets reading between Vancouver and Winnipeg are good via Main Line, Saskatoon and Melville, or via Calgary and Saskatoon, or via Saskatoon and Regina.

**East of Winnipeg:** Tickets reading between Winnipeg and Toronto or Montreal are good via Cochrane and North Bay or via Port Arthur.

**Great Lakes:** Transcontinental tickets, in season, may be exchanged at Winnipeg, Toronto or Montreal for tickets reading via Northern Navigation Company over Lakes Superior and Huron on payment of charge to cover steamer meals and berth.

**Thousand Islands:** Canadian National-Grand Trunk tickets, in season, may be exchanged at Toronto or Montreal for movement via Canada Steamship Lines through these island wonderlands at slightly additional fares.

**Niagara Falls:** Free side trip Toronto to Niagara Falls and return on all Canadian National-Grand Trunk tickets between points Winnipeg, Detroit, Escanaba, Gladstone or Negaunee, Mich., and points west to destinations in New York State or New England when routed via Montreal. This privilege also granted on tickets to Montreal, Quebec, St. John, N. B. or Halifax, N. S., in connection with European ocean tickets. (Does not apply in connection with "Trans-Pacific" tickets reading via United States Atlantic Ports, thence by "Trans-Atlantic" Steamships).

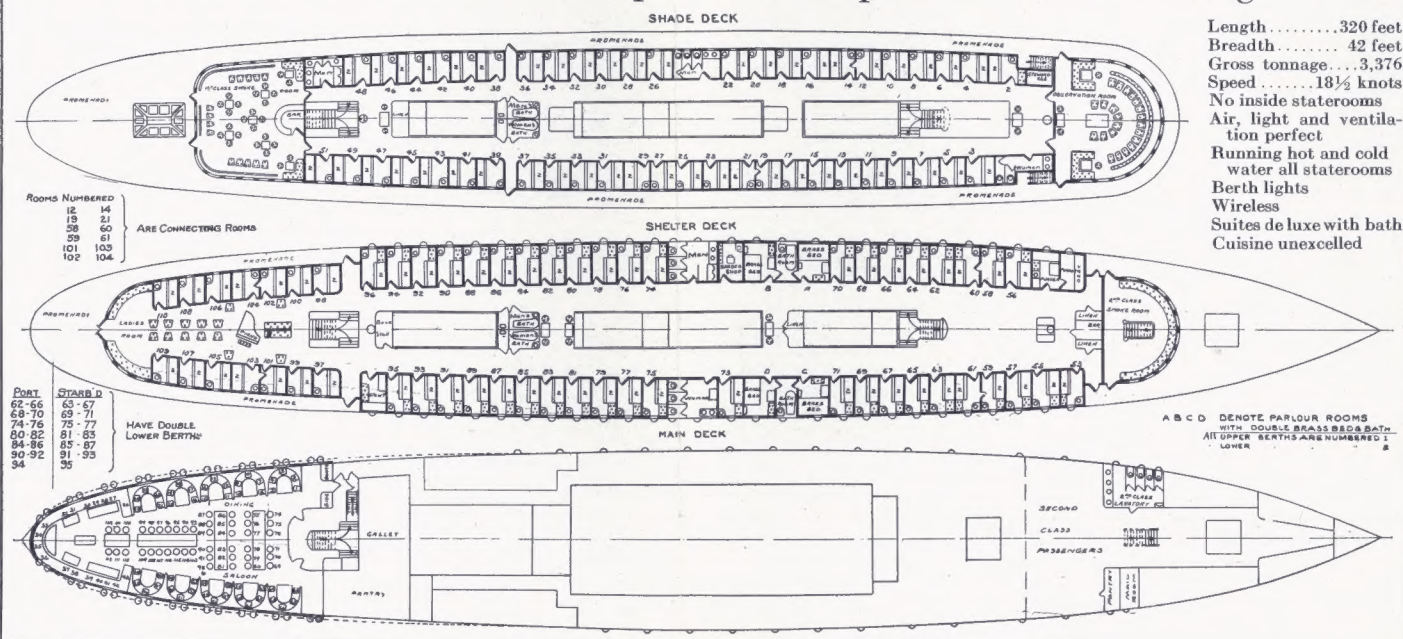
#### Drawing Rooms—Compartments

May be secured in connection with Canadian National transcontinental movement by holder of one ticket without payment of additional full fare.

#### Buffalo Park

At Wainwright, Alta., 6,000 Buffalo roam on a natural range of 160 square miles—the largest surviving herd of American Bison.

## Luxurious Twin Screw Steamships "Prince Rupert" and "Prince George"

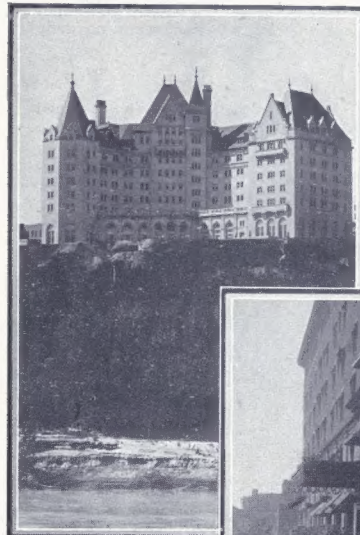






List of Publications—Copies of the following publications may be obtained from Agents as listed below:

Across Canada—Atlantic to Pacific	Lakes of Northern Minnesota	Playgrounds of the Rockies and Pacific Coast
Pacific to Atlantic	Minaki	Playgrounds—Maritime Provinces
Algonquin Park	Muskoka Lakes	Ontario
Bigwin Inn	Atlantic to Pacific	Quebec
Continental Limited	Pacific to Atlantic	Quebec and Environment
Jasper Park Lodge	New Way through the Canadian Rockies	Seashore Maine Coast
Kawartha Lakes	Nipigon	Timagami
Lake of Bays		



The Macdonald  
Edmonton, Alta.



Cattalo—Hybrid Buffalo  
Buffalo Park  
Wainwright Studio



The Prince Arthur—Port Arthur, Ont.



Minaki Inn—Minaki, Ont.

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PRINCE RUPERT, B. C., 528 Third Ave. . . . . R. F. McNaughton, District Pass. Agent  
QUEBEC, QUE., Cor. St. Anne and Dufort Sts. . . . . J. E. LeBlanc, District Pass. Agent  
REGINA, SASK., 1874 Scarth St. . . . . S. M. Greene, City Ticket Agent  
SAN FRANCISCO, CAL., 689 Market St. . . . . W. F. Barry, General Agent  
SASKATOON, SASK., 103 Second Ave. South . . . . . W. Stapleton, District Pass. Agent  
SEATTLE, WASH., 902 Second Ave. . . . . J. F. McGuire, General Agent  
SHERBROOKE, QUE., 1 Marquette St. . . . . A. M. Stevens, City Pass. and Ticket Agent  
ST. JOHN, N. B., Royal Hotel Bldg., 49 King St. East . . . . . A. L. Gibb, Ticket Agent  
ST. LOUIS, MO., 305 Merchants Laclede Building . . . . . W. H. Burke, General Agent  
ST. PAUL, MINN., Cor. 4th and Jackson Sts. . . . . A. H. Davis, Gen. Agent  
TORONTO, ONT., Northwest corner King and Yonge St. . . . . W. J. Moffatt, City Passenger Agent  
VANCOUVER, B. C., 527 Granville St. . . . . K. E. McLeod, District Passenger Agent  
VICTORIA, B. C., 911 Government St. . . . . C. F. Earle, Dist. Pass. Agent  
WINNIPEG, MAN., Cor. Main and Portage Ave. . . . . W. J. Quinlan, Dist. Pass. Agent

#### ORIENTAL AGENCY

SHANGHAI, CHINA, Glen Line Bldg. . . . . A. Brostedt, General Traffic Agent

#### AUSTRALASIAN AGENCIES

AUCKLAND, N. Z., 5-6 Ferry Bldg., Quay St. . . . . Geo. E. Bunting, Gen. Traffic Agent  
CHRISTCHURCH, N. Z., 103 Hereford St. . . . . W. M. Luke, Agent  
SYDNEY, 251 George Street . . . . . G. F. Johnston, General Agent  
MELBOURNE, 29 Market Street . . . . . C. S. Binns, Agent

OSBORNE SCOTT,  
General Passenger Agent,  
Canadian National Railways,  
VANCOUVER, B. C.

H. H. MELANSON,  
Passenger Traffic Manager,  
Canadian National Railways,  
TORONTO, ONT.

R. CREELMAN,  
Assistant Passenger Traffic Manager,  
Canadian National Railways,  
WINNIPEG, MAN.

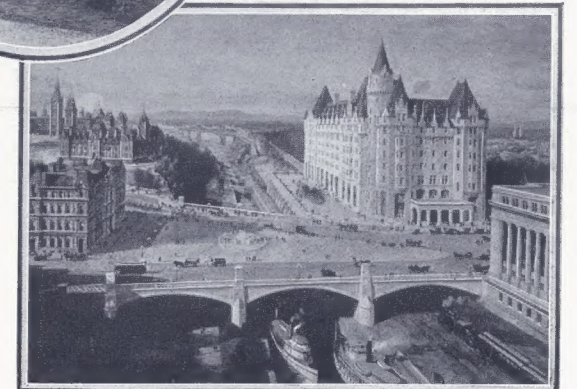
Bungalow  
Jasper Park Lodge  
Jasper National Park



The Fort Garry—Winnipeg, Man.



Buffalo Park  
Buffalo Park  
Wainwright Studio



The Chateau Laurier—Ottawa, Ont.



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coast**

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new way  
through the  
CANADIAN  
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